

The China Mail.

Established February, 1845.

號五十年六十八百八十一英

HONGKONG, MONDAY, OCTOBER 25, 1886.

日八月九月丙內

PRICE, \$2 PER MONTH.

VOL. XLII. NO. 7247.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON & SONS, 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & CO., 37, Walbrook, E.C. SAMUEL DRACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—ADEMEI PRINCE & CO., Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

GEYLON.—W. M. SMITH & CO., The Trading Company Co., Colombo.

SINGAPORE, STRAITS, &c.—SATIE & CO., Square, Singapore. O. HEINZEN & CO., Manila.

CHINA.—MAGNO, F. A. DE CRUZ, Shantou, Quelch & Co., Foochow, Hodge & Co., Nanking, Lane, Crawford & Co., and Kelly & Walsh, Yokohama, Lane, Crawford & Co., and Kelly & Co.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,500,000
RESERVE FOR EQUALIZATION OF DIVIDENDS, \$200,000
RESERVE LIABILITY OF DIRECTORS, \$7,500,000

COURT OF DIRECTORS.
Chairman—A. MOYER, Esq.
Deputy Chairman—M. GROTE, Esq.
Hon. J. BELL IRVING, H. HOFTON, Esq.
C. D. BOTTOMLEY, Esq.
W. H. F. DAILEY, Esq.
H. L. DALRYMPLE, Esq.
Hon. F. D. SASOON, Esq.

CHIEF MANAGER.—THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.
MANAGER.—EVAN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits.—
For 3 months, 3 per cent. per annum.
" 6 " " 4 per cent. "
" 12 " " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.
JOHN WALTER,
Acting Chief Manager.

Hongkong, August 28, 1886. 947

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book, are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.

Hongkong, June 7, 1886. 754

Intimations.

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STRAIGHT AND SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-shipping, and Store, General, Oil, Coarse, Siza, Ozone, Cotton, Cloth, Grain, or Merchandise. First-Class Godowns at Cheap Rates. All Goods in specially constructed Sheds.

For the convenience of Commanders and Masters the Company's launch Hongkong will come to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf, every hour from 8 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to
W. KERFOOT HUGHES,
Agent,
Pedder's Street,
Hongkong, February 17, 1886. 331

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL Office.

Intimations.

VICTORIA LAUNDRY COMPANY, LIMITED.

NOTICE.

AN EXTRAORDINARY MEETING of SHAREHOLDERS will be held at the HONGKONG HOTEL on TUESDAY, the 26th instant, at 3 p.m. in the Afternoon, for the purpose of deciding the future of the Company.

R. C. HURLEY,
Secretary.

Hongkong, October 16, 1886. 1979

CITY HALL.

NOTICE.

THE Annual General MEETING of SHAREHOLDERS in and SUBSCRIBERS to the above INSTITUTION will be held in the LIBRARY, at Noon, on SATURDAY, the 30th day of October instant.

W. H. R. MOSSOP,
Acting Secretary.

Hongkong, October 23, 1886. 2018

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W. H. R. MOSSOP,
Acting Secretary.

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For Sale.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE
THE FOLLOWING

STORES.

—

EX AMERICAN MAIL STEAMER.

Smoked BAMS.

Golden SYRUP in Gallon Tins.

Assorted SYRUPS.

Cutting's Table FRUITS.

ASPARAGUS.

Queen OLIVES.

Sausage MEAT.

CAVIAR.

Potted MEATS.

MACKEREL in 5lb Tins.

Eagle Brand MILK.

Lamb's TONGUES.

Green CORN.

Baked BEANS.

BROWN.

A LARGE ASSORTMENT
ofCOOKING AND PARLOUR
STOVES.AGATE IRON WARE COOKING
UTENSILS.

WOLF IRONS.

CHARCOAL IRONS.

KEROSENE LAMPS.

NONPAREIL KEROSENE OIL.

—

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ \$11 and \$12.

OUF CHAMPAGNE, Pts. & Qts. @ \$12 and \$14.

SAUCON'S SHERRY.

SAUCON'S INVALID PORT.

ROYAL GLENDALE WHISKY.

JAMESON'S WHISKY.

OLD BOURBON WHISKY.

HERRING'S CHERRY CORDIAL.

ASSORTED LEQUEURS.

DRAUGHT, ALE and PORTER.

&c., &c., &c.

—

THE USUAL ASSORTMENT

of

OILMAN'S STORES,
at the
Lowest Possible Prices
FOR CASH.

MacEWEN, FRICKEL & Co.

Hongkong, July 1, 1886. 1203

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ABRAHAM APAR, British steamer, Capt. MacTavish.—DAVID SASSON, Sons & Co., Hydra, German barque, Capt. C. Bing.—Siemssen & Co.

JOHANNA, German barque, Captain R. Burward.—Carlowitz & Co.

JOHN FEEHEY, British ship, Capt. Thos. Ryan.—Messenger Maritimes.

RALPH M. HAWARD, Am. bar'line, Capt. Joseph Baxter.—Arnold, Karberg & Co.

SARAH HIGGINS, American ship, Capt. A. Morgan.—Ed. Schellhas & Co.

SUITA, Dutch steamer, Captain H. G. Rohrak.—Siemssen & Co.

SPINAWAY, British barquentine, Captain James Garrick.—Siemssen & Co.

WM. MCGLYNN, American ship, Capt. N. Dunbar.—Adamson, Bell & Co.

To-day's Advertisements.



HONGKONG VOLUNTEERS.

Order by Captain FRANCIS.

The Annual MEETING of the MEMBERS of the CORPS will take place on FRIDAY NEXT, the 29th October at 6 p.m., at Head Quarters. A full attendance is requested.

Business.—To pass the accounts of the Finance Committee for the past year, elect a New Committee, and to take into consideration various matters of importance affecting the welfare of the Corps.

II.—All NON-COMMISSIONED OFFICERS and MEN of the Corps will PARADE on SATURDAY, the 30th October, at Head Quarters, at 9 o'clock, for inspection of Clothing (Blue) and for a March out in the direction of Pokfulum, under Arms.

Refreshments will be provided.

By Order,

J. McCALLUM,

Lieut. and Adj't. H. K. V.

Volunteer HEAD QUARTERS,
Hongkong, 25th October, 1886. 2020

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Taiping*, having arrived from the above Ports, Consignees of Cargo, here are hereby informed that all Goods including Saltpetre are being landed at their wharf into Messrs. Jardine, Matheson & Co.'s Godowns, West Point, whence delivery may be obtained.

All Claims must be made immediately, as no vessel will be entered after the 2nd November.

Cargo remaining undelivered after the 2nd November will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, October 25, 1886. 2020

To-day's Advertisements.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamer

Captain America, will be despatched for the above Ports TO-MORROW, the 26th Instant, at 5 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,

General Managers.

Hongkong, October 25, 1886. 2023

The Steamer has excellent Accommodation for First-class Passengers.

The British Steamer

Captain Roy, shortly due, with part cargo from Japan and Foochow, will have quick despatched as above.

The Steamer has excellent Accommodation for First-class Passengers.

The British Steamer

Captain Sanderson, will be despatched as above on SATURDAY, the 30th Inst., at 5 p.m.

The Steamer will load for Colombo from AMOY, leaving KOBE about the middle of next month.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, October 25, 1886. 2021

The Company's Steamer

Captain Newton, will be despatched for the above Ports on WEDNESDAY, the 27th Inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LIVINGSTON & Co.,

General Managers.

Hongkong, October 25, 1886. 2022

The Company's Steamer

Captain Wood, will be despatched as above on WEDNESDAY, the 27th Inst., at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, October 25, 1886. 2022

The Company's Steamship

NURUNG, Capt. Bremner, will leave this port on MONDAY, the 1st day of November, 1886, at noon, instead of as previously notified.

Shipping Orders will be granted till Noon, cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 31st October, 1886. (Parcels to be left on the steamer; but must be left at the Agent's Office.) Contents and Value of Parcels are required.

The Company is prepared to GRANT POLICIES OF INSURANCE ON TREASURE AND CARGO shipped by their own Steamers.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, October 25, 1886. 2026

The Company's Steamship

YUEN FAT HONG, Capt. Kooching, will be despatched for the above Ports on WEDNESDAY, the 30th Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, October 25, 1886. 2023

The Company's Steamship

YUEN FAT HONG, Capt. Kooching, will be despatched for the above Ports on SATURDAY, the 30th Instant.

For Freight or Passage, apply to

RUSSELL & Co.,

Agents.

Hongkong, October 25, 1886. 2030

The Company's Steamship

YUEN FAT HONG, Capt. Kooching, will be despatched for the above Ports on SATURDAY, the 30th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, October 25, 1886. 2024

The Company's Steamship

YUEN FAT HONG, Capt. Kooching, will be despatched for the above Ports on SATURDAY, the 30th Instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, October 25, 1886. 2021

The Company's Steamship

YUEN FAT HONG, Capt. Kooching, will be despatched for the above Ports on SATURDAY, the 30th Instant.

For Freight or Passage, apply to

RUSSELL & Co.,

Agents.

Hongkong, October 25, 1886. 2020

The Company's Steamship

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For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, October 25, 1886. 2023

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Agents.

Hongkong, October 25, 1886. 2026

The N.C.D. News learns from Hankow that the river at Ichang has risen ten days ago, very high; higher than foreigners have ever known it to be before at the same time of the year. Evidently there must have been heavy rains in the country above Ichang.

The Wreck of the *Hannoveria* was put up at auction at Chefoo, but the highest bid elicited by only \$800, made by Mr. Schmid, the wreck was withdrawn. On Monday last, however, it was disposed of to the same bidder for \$900. So far as we can learn the cargo has not yet been disposed of.—*Shanghai Mercury*.

The *Shensi* *Morocco* hears that the Company at present running steamers between Singapoore and Manila has it in contemplation to run steamers regularly between Manila and Shanghai direct; which, if carried out, ought to prove a good boon to residents in Shanghai having business relations with the Philippines.

The old *Kiushu*, which will be remembered as running on this coast a great many years ago as the *Viola*, is still to the fore. She has just received new engines, new decks, and a new boiler of the latest type, and now does 9½ knots an hour. On a consumption of 10 tons of coal a day.—*N. C. D. News*.

The *Catholic Register* says:—We are very glad to hear that two English Brothers arrived the other day from Europe to join the staff of teachers at St. Joseph's College. One of them is quite known in Hongkong, the learned Brother Bernard, whom the pupils of the College esteem and love so much.

In connection with the new Commercial Convention with Spain, it is notified in the Gazette that under the existing Spanish Customs regulations certificates of origin are required. A simple declaration by the shipper of the goods will be deemed sufficient, and this declaration is to be made before the Chief Officer of Customs at the port of shipment.

The *Courier* sees by the *Shunpao* that H. E. Liu Ming-chuen has succeeded in winning over most of the aboriginal chieftains of Formosa, but lately, some of the tribes, who have figured prominently, are showing resistance to the Chinese rule, and General Liu, on the 30th ult., therefore led a large number of soldiers to subdue them. These aborigines, however, fought desperately, and more reinforcements have been sent for by the attacking party.

We observe from the Straits Times that Mr. T. J. Fox, Chief Engineer of His Majesty's gunboat *Coronation*, was found dead in the wardroom of the vessel before her arrival outside Singapore on the night of the 16th instant. Dr. Meldington, H. M.'s Coroner, went on board the following morning at 6 a.m. and had the body removed on shore to the dead-house for post-mortem examination, and ascertained that death resulted from apoplexy.

To check the steadily growing inflow of Chinese into Java, especially at Semarang, the authorities keep a sharp look-out on Celestial newcomers who, on arriving without passes, are sternly bidden to leave the Colony. Failure to do so renders them liable to a fine of one hundred guilders or one month's hard labour. To deport them on Government account turns out to be an expensive affair.—*Straits Times*.

This Censor who criticised the appointment of a place enough to accompany Prince Ch'ün, as lately mentioned by one of our Correspondents, having when called on to explain himself failed to do so, has been punished. His views being in the opinion of the Emperor too narrow and his ability too feeble, he has been degraded to the rank of a second class Assistant Secretary of a Board. Also, and this to a man of letters, as he described himself, will appear as had a punishment an degradation, his Memorials are returned to him 'with contempt'.—N. C. D. News.

How badly sugar-growers are faring in Java may be judged of from the circumstance that estates formerly valued at high amounts now change hands at ridiculously low figures. For instance, one plantation upon which 7 years ago, the valuation fixed came to \$300,000 guilders, brought only 100 at public auction. To show how the sugar market all over the world is becoming disorganized, it may be mentioned that lately a firm at Batavia imported some 20,000 piculs of white American best sugar in barrels, and sold the same at a rate admitting of a fair margin of profit. It is likely that sugar produced in Europe, and has, by way of America, found its way to Java to compete against the home-grown cane sugar.—*Straits Times*.

Or late a prominent place has been taken in news from Deli by fire raising on tobacco estates in Langkat. The incendiaries, batata by nation, are accustomed to give fair warning of their intention by means of threatening letters. Under these circumstances it will not be devoid of interest to give particulars regarding several specimens of these missives written on bamboo to be found in the recently established Government Postal Museum at Berlin. A German who, for years, had been manager on Deli tobacco estates recently presented them to it. Writing is done on bamboo canes by scratching words on the outermost surface of the pieces by means of a small sharp instrument, like a slate pencil. Owing to the bamboo being dry as tinder, and owing hence to the fire not being easily extinguished, it is very durable indeed. Two of the letters in the former of these missives are so-called threatening letters. In the Batavia language such a letter is called *Amoy*. Whenever one is to be delivered, it is affixed at night on some conspicuous spot upon the dwelling house of the person threatened. The contents of both these letters prove very interesting, from their throwing some light on the character of these tribes, and the stage of civilization reached by them. One of these threatening letters which happens to be written in the language of the Tuhu Battas runs as follows:—If the gentle man does not pay me dollars for the rice and dollars for uprooting jungle, I will come down to murder and burn. Five years have passed away. Yet I have not yet received my pay. If I do not get it all, then I will lodge my complaint with the Prince of the mountains and will hide myself in the woods and the high grass. So says Siunut.

The other threatening letter written in the dialect of the Karuh Battas, to the following effect:—Should Sifang not pay me money for the rice, so says Sifang to Siblang I will set his barns on fire. The latter letter is very short and concise. It is remarkable how the outward appearance of these threatening letters which are provided on the outside with figures of slow matches and other appropriate devices be taken at once their contents.—*Straits Times*.

Eastern Correspondence and Press Agency has been established at Singapore. The Agency supplies original letters, articles to newspapers, and other periodicals in Europe and Australia upon subjects relating to the Straits Settlements, Malaya, Peninsular, Indian Archipelago, and China. It attends to the ventilation of questions of interest in the local press of the colony and the public press of London, Australia, and China; and attends to all matters connected with Literature and Journalism in the Far East.—*Strait-Straits Times*.

SAYS THE SINGAPORE FREE PRESS:—The article from the *St. James's Gazette* of the 25th August, published in our last issue and having reference to Mauritius, is worth reading, marked and learnt by us for low-countrymen. We have happily not got to that stage of civilization which seems to prevail in Mauritius. We believe our official reports of the debates in the Legislative Council are honest and true, but the absolute power of the Government over its decisions, by obligatory votes, is as injurious to the public interest in the one case as in the other, and we think a better spirit would prevail our local deliberations if a more conciliatory and liberal system were adopted. It is said that the present Governor of Mauritius is on the look-out for another sphere for his comparative abilities. The Lord preserve us from Sir J. G. Pope Hennessy!

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The *Singapore Free Press* says:—The natives and Chinese generally have now taken it into their heads to refuse the *Sawak*, North Borneo, and Hongkong copper coins hitherto supplementing our local small change. The authorities should take the matter up and notify publicly what constitutes copper currency legal tender once for all, and never leave the matter in the hands of people who pass it or put it under seal to suit their own private purposes. Some of these make a profit by buying up copper cents and disposed of at 3 picas each. This is a large amount of difficulty seen to by a larger number of local cents. The authorities will be deemed sufficient, and this declaration is to be made before the Chief Officer of Customs at the port of shipment.

The *Courier* sees by the *Shunpao* that H. E. Liu Ming-chuen has succeeded in winning over most of the aboriginal chieftains of Formosa, but lately, some of the tribes, who have figured prominently, are showing resistance to the Chinese rule, and General Liu, on the 30th ult., therefore led a large number of soldiers to subdue them. These aborigines, however, fought desperately, and more reinforcements have been sent for by the attacking party.

We observe from the Straits Times that Mr. T. J. Fox, Chief Engineer of His Majesty's gunboat *Coronation*, was found dead in the wardroom of the vessel before her arrival outside Singapore on the night of the 16th instant. Dr. Meldington, H. M.'s Coroner, went on board the following morning at 6 a.m. and had the body removed on shore to the dead-house for post-mortem examination, and ascertained that death resulted from apoplexy.

To check the steadily growing inflow of Chinese into Java, especially at Semarang, the authorities keep a sharp look-out on Celestial newcomers who, on arriving without passes, are sternly bidden to leave the Colony. Failure to do so renders them liable to a fine of one hundred guilders or one month's hard labour. To deport them on Government account turns out to be an expensive affair.—*Straits Times*.

This Censor who criticised the appointment of a place enough to accompany Prince Ch'ün, as lately mentioned by one of our Correspondents, having when called on to explain himself failed to do so, has been punished. His views being in the opinion of the Emperor too narrow and his ability too feeble, he has been degraded to the rank of a second class Assistant Secretary of a Board. Also, and this to a man of letters, as he described himself, will appear as had a punishment an degradation, his Memorials are returned to him 'with contempt'.—N. C. D. News.

WE take the following from Mr Peter MacLean's Shanghai Commercial Circular:

Another week of weary waiting has ended and men are still longing for the relief that will not come to them, wondering why its chariot wheels do linger so. According to advice matters commercial at the outports remain without improvement, and nothing in any way calculated to disprove the truth of those that has taken place here since this day week. The orders to hand are few and unimportant. The daily settlements continue insignificant, and the clearances little better, credit being at low ebb amongst the natives. Sterling Exchange boomed a little more, and its future is again doubtful. The tendency of prices is downwards. Holders are pressed. Depression and the auction held the roof. And yet one sees occasionally forward contracts, of India, and speaks titles for China New Year clearance, and of proposals on Indian Head prompt, which have not been entertained because the others—albeit based on a fixed exchange—have been too low. And hence the inference that confidence in the future is not looking amongst the natives, and hence, which like holding out of their present wealth of despair, and enables them to meet their customers with smiling faces, if not with cheerful heart. It is said that Chinese men would buy if rates were lower; but if so, they carefully and successively conceal their hand, and would go sellers, who are quite willing to oblige their friends to any reasonable extent, are thus in 'nibus' as to the measure of the decline required. With regard to Hawick, the hope is held out that orders will probably reach this in a fortnight hence.

WE find the following reference to the movements of the Emigration Commissioners, which recently left China to inquire into the condition of the Chinese abroad in the Straits Times of the 14th instant:

The chief Commissioners from China, Mr. Wong Wing Wo, along with Mr. U. Tseng, the Junior Commissioner and suite, was on Tuesday last presented to His Excellency the Governor by the Chinese Consul, and had a most satisfactory interview. His Excellency offered to place the Government yacht the *Sea Belle* at the disposal of the Commissioners in order to facilitate their visits to the other Settlements and to the Native States, but the Commissioners courteously declined the offer, as they wished to act independently. His Excellency also invited the Commissioners to titillate at Government House to-day, an invitation which they cordially accepted. The Commissioners have not been idle since their arrival here. On Saturday they had an interview with the Hon. Dr. F. Dickson, C.M.G., the Colonial Secretary, under whom they received much valuable information and copies of various books bearing upon the subject of their inquiries. They had also a conference with Mr. W. P. Bishop, C.M.G., the Protector of China, from whom they received a good deal of useful information and advice as to their future procedure. The Commissioners intend leaving to-morrow by the s.s. *Malacca* for Penang via Malacca, Klang, Perlis. Their correspondent thinks she has procured a good all round boat, and that she will prove very serviceable. It was by this steamer that the first news of the political disturbance in Seoul in August last was known to the outside world, a telegram being despatched to Nagasaki from Tashimura by Mr. Hizumita immediately on her arrival at the latter place on the 24th August. Our correspond-

ent mentions this, as it has been stated by the *Japan Mail* that the first news of the affair was received through the *Tsingtao Maru*, which only arrived at Nagasaki on the 29th August.

The four German officials, including Kim-han and Kien-kieng, who were condemned to death lately on a charge of having intrigued to obtain royal sanction to German protectorates over Corea have been set free by orders issued by the Government. It is clear, therefore, that the Secessionists have suffered another defeat and that their charges against the accused were unfounded, base libels.

Writing on later date, our correspondent confirms the report that the Chinese Ambassador at Seoul, Yuen-taijen, had sent the Laba Acting President of the Korean Cabinet, Li Hung Chang that the Korean King and Government loved him and did not wish him to return. Sure, he deserves as a great hobby, while Yuen is despoiled and ambitious, ever alert to do anything which may bring him promotion. Late he has erected a high wall in front of his Residence, and on it has been painted, in all the gaudy colours of the rainbow, the figure of some antediluvian monster resembling a hippopotamus with its mouth open, which doubtless meant to impress the natives with the idea that China can swallow the world.

Prince Min-on-ik, our correspondent, says, "He is too much civilized and advanced in his views to suit the taste of the Chinese Resident, so he had to get cut or pick his head again."

There is still every prospect of a good crop of rice, and owing to the bountiful harvest in the southern provinces the price of the staple food of the people has fallen 20 per cent. For three years past Corea has suffered from bad seasons, the last being the worst experienced for some eight years.

Writing on the 8th instant from Chempoo, our correspondent says:—"Judge Denby returned here yesterday per S. S. *Tsingtao* from Tientsin.

The Korean steamer *Ulvi* has just come back here after making the pioneer trip up the Han River to Seoul successfully. It was ascertained that the river is navigable for any steamer which does not draw more than 5 feet of water. Korean pilots proved to be reliable and fair seamen."

A correspondent of *Der Osteuropäische Lloyd*, writing from Seoul on the 8th October, says the weather has been very favourable for the harvest of rice, the staple food of the Asiatic. The harvest promises to be very good and the measure of rice of the year, which a short time ago cost 240 cash costs now 180 cash and will probably be still further reduced. It is a fact that the Chinese cannot turn the yield to better account. But Corea has no commerce and all commerce gains go into the pockets of the Chinese and Japanese who are here.

At present it is quite impossible with over-production of rice to start an export trade, which would be to the advantage of the country, and the cause of this impossibility lies in the corrupt official system. As a proof of this may be mentioned the first voyage of the Korean steamer *Hai-Riong* which went from Chempoo to Fusau to carry rice. The steamer, which was bought by Dr. Hasenauer, a very experienced German officer who has been working at the Yellow River Taotao, has been working at Port Arthur harbour, and they have been employing thousands of coolies in filling up a fine deep inner harbour, perfectly landlocked and suitable for the reception of a fleet. It is estimated that 400,000 tools have been entirely thrown away, and perhaps worse, for it would be easier to make a hole than it is now that its initial advantages have been lost. 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